

CLASSIFICATION [REDACTED]
 S E C R E T
 CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

REPORT [REDACTED]

CD NO.

25X1

COUNTRY East Germany

SUBJECT SDAG Wismut, Object No. 90

(plans for uranium
ore washing plant)

PROCESSING COPY

DATE DISTR. 6 March 1958

NO. OF PAGES 2

NO. OF ENCLS.

PLACE
ACQUIRED [REDACTED]DATE OF
INFO. [REDACTED]SUPPLEMENT TO
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 OF THE UNITED STATES WITHIN THE MEANINGS OF THE ESPIONAGE ACT 50
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1.

the ore washing plant, which had been discussed a great deal, was to be built in Seelingstaedt. The original plan to erect the ore washing plant in the area of the so-called Hatzige forest district, approximately 2 km northwest of Seelingstaedt, was dropped and wooded areas which had been confiscated were returned to farmers. The ore washing plant is now scheduled to be erected on an area of 200 ha south of, and bordering Seelingstaedt railroad station. The area has already been confiscated. No details could be learned on the beginning of construction work or on planned equipment of the ore washing plant. The number of railroad tracks was to be increased to 8 in the area of Seelingstaedt railroad station. All other necessary railroad equipment was to be improved correspondingly.

2. The Ronneburg - Seelingstaedt railroad line begins approximately 500 meters south of Ronneburg and approximately 200 meters west of the Ronneburg - Reust highway. On the opposite side of this point, a shaft with a metal hoisting tower is located on the eastern side of the highway. From this shaft, the loaded miner's carriages (Hunte) are conveyed to the station on a narrow-gauge track which crosses the highway. At the beginning of the railroad line, the Hunte are tipped into railroad cars from ramps. The railroad line passes Schmirchau and there picks up quantities mined by the numerous shafts in this area.

Then the track passes along the Meida State Forest, runs northeast of Russdorf, Linda and Braunichswalde and leads toward Seelingstaedt railroad station between Braunichswalde and Vogelsang. The railroad line is equipped with several ramps from which the ore is tipped into railroad cars. The line is used by the SDAG Wismut exclusively.

3. The Culmitzsch/Nord mining area is connected with the Wolfersdorf - Gauern railroad line by a spurtrack. This new track probably serves shafts of the recently opened-up portion of the Culmitzsch/Sued mining area.

The Gauern - Seelingstaedt line has been equipped with a second track.

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4. The landscape in the Culmitasch mining area has been essentially changed by mining activities. Linda and Rueckersdorf are connected by an autobahn-like highway which has been built on the old road between the two localities and serves as feeder line for ore shipments to the Ronneburg/Schmirchau - Teelinstedt line.
5. The Stelzenberg/Mensdorf open pit mine (silurical) was closed. The open pit mine at Gauern is also exhausted and has therefore been closed. Intensive mining activities took place at the recently opened open pit mine at Culmitzsch/Sued.

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1. It was learned from talks with inhabitants of Seelingstaedt that the ore washing plant, which had been discussed a great deal, was to be built in Seelingstaedt. The original plan to erect the ore washing plant in the area of the so-called Hatzige forest district, approximately 2 km northwest of Seelingstaedt, was dropped and wooded areas which had been confiscated were returned to farmers. The ore washing plant is now scheduled to be erected on an area of 200 ha south of, and bordering Seelingstaedt railroad station. The area has already been confiscated. No details could be learned on the beginning of construction work or on planned equipment of the ore washing plant. The number of railroad tracks was to be increased to 8 in the area of Seelingstaedt railroad station. All other necessary railroad equipment was to be improved correspondingly.
2. The Ronneburg - Seelingstaedt railroad line begins approximately 500 meters south of Ronneburg and approximately 200 meters west of the Ronneburg - Reust highway. On the opposite side of this point, a shaft with a metal hoisting tower is located on the eastern side of the highway. From this shaft, the loaded miner's carriages (Hunte) are conveyed to the station on a narrow-gauge track which crosses the highway. At the beginning of the railroad line, the Hunte are tipped into railroad cars from ramps. The railroad line passes Schmirchau and there picks up quantities mined by the numerous shafts in this area.

Then the track passes along the Zeida State Forest, runs northeast of Russdorf, Linda and Braunschwalde and leads toward Seelingstiedt railroad station between Braunschwalde and Vogelsang. The railroad line is equipped with several ramps from which the ore is tipped into railroad cars. The line is used by the SDAG Wismut exclusively.

3. The Culmitzsch/Nord mining area is connected with the Wolfersdorf -
Gauern railroad line by a spurtrack. This new track probably serves
shafts of the recently opened-up portion of the Culmitzsch/Sued
mining area.

The Gauern - Joeslingstaedt line has been equipped with a second track.

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4. The landscape in the Culmitsch mining area has been essentially changed by mining activities. Linda and Rueckersdorf are connected by an autobahn-like highway which has been built on the old road between the two localities and serves as feeder line for ore shipments to the Ronneburg/Schmirechau - Koelingstedt line.
5. The Stelzenberg/Mensdorf open pit mine (silurical) was closed. The open pit mine at Gauern is also exhausted and has therefore been closed. Intensive mining activities took place at the recently opened open pit mine at Culnitzsch/Sued.

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